

The China Mail.

Established February, 1845.

Vol. XLIX. No. 9434.

三月五日三十九百八十一英

HONGKONG, WEDNESDAY, MAY 3, 1893.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—E. ALGER, 11 & 12, Clement's Lane, Lombard Street, E.C. George Street & Co., 37, Cornhill. Gordon & Goss, Ludgate Circus, E.C. Baines & Hinde, & Co., 37, Walbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—AMERIQUE PRINCE, 36, Rue Lafayette, Paris. NEW YORK.—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

GEYLON.—W. M. SMITH & Co., The Amalgamated Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WATSON, Ltd., Singapore.

CHINA.—MCCOY, A. A. DA CRUZ, Amoy, N. MOALLES & Co., LIMITED, Foochow; HEDGES & Co., Shanghai, LING, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LING, CRAWFORD & Co., and KELLY & Co.

Notices of Firms.

NOTICE.

THE BUSINESS hitherto carried on by FREDERICK HEWETT under the Style of W. HEWETT & Co. at this port is CLOSING from the 1st date, and MESSRS. BRADLEY & Co., Hongkong, will act as AGENTS for the Liquidation.

W. HEWETT & Co.
16, BANK BUILDINGS,
Hongkong, May 1, 1893. 306

NOTICE.

WE Have this Day ESTABLISHED ourselves as GENERAL MERCHANTS and SHIPPING and COMMISSION AGENTS at this Port.

BRADLEY & Co.

16, BANK BUILDINGS,
Hongkong, May 1, 1893. 307

NOTICE.

THE AGENCY of the NORTHERN ASSURANCE COMPANY hitherto held by us has this Day been TRANSFERRED to MESSRS. BRADLEY & Co., HONGKONG.

W. HEWETT & Co.

16, BANK BUILDINGS,
Hongkong, May 1, 1893. 308

NOTICE.

A PUBLIC MEETING will be held in the City Hall, on THURSDAY, the 11th day of May, 1893, at 5 p.m., for the purpose of considering and determining upon the formation of a Local Association having for its object the obtaining for the Inhabitants of Hongkong increased power in the Management of all Local Affairs.

JNO. J. FRANCIS,
Chairman, Provisional Committee.

Hongkong, April 26, 1893. 778

NOTICE.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq. CHOW TUNG SHANG,
CHAN KI SHAN, Esq. E. W. WOTTON, Esq.
H. STOLTERFOHT, Esq. K. W. KWAN HOI CHUN, Esq.

Chief Manager.
Geo. W. F. PLAYFAIR.

BANCHES.
LONDON, YOKOHAMA, SHANGHAI, AMoy
AND FOOCHOW.

BENEFITS.
THE COMMERCIAL BANK OF SCOTLAND,
PARK'S BANKING CO. AND THE ALLIANCE
BANK (LTD.)

Interest for 12 months Fixed 5%
do. 6 do. 4%
do. 3 do. do. 3%
Current Accounts 2%

Hongkong, April 27, 1893. 47

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$3,600,000.
RESERVE LIABILITY OF \$10,000,000.

PROPRIETORS:

H. HOPKINS, Esq.—Chairman.
C. J. HOLLOWAY, Esq.—Deputy Chairman.
Carl Jansen, Esq. A. McConachie, Esq.
Hon. J. K. Keewick, Esq. J. S. Moses, Esq.
Julius Kramer, Esq. D. R. SASSON, Esq.
J. S. Loprait, Esq.

Chief Manager:
Hongkong—F. DE BOYE, Esq.

MANAGERS:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2
per cent. per annum on the daily balance
up to \$200,000.

On Fixed Deposits—

For 6 months 3% per cent. per annum.

12 " 4 " up to \$200,000.

" 12 " 4 " on sums in excess of \$200,000.

T. JACKSON, City Manager.
Hongkong, April 26, 1893. 1455

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% per cent.

For the Hongkong and Shanghai Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, April 23, 1893. 1510

Banks.

THE MERCANTILE BANK OF INDIA LIMITED.
LATE
CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

AUTHORISED CAPITAL, £1,500,000.

SUBSCRIBED, 21,125,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annun on the Daily Balance.

ON FIXED DEPOSITS—

For 2 Months, 5%

For 6 Months, 4 1/2%

For 9 Months, 4 1/2%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$2,000,000.

CAPITAL CANCELLED UP, 251,093,150.

Board of Directors.

W. KEEWICK, Esq., Chairman.

Adolf von Andra, Esq. F. D. SASSON, Esq.

Egbert Ireson, Esq. H. D. Stewart, Esq.

David McLean, Esq.

Hongkong Committee.

The Hon'ble J. J. KEEWICK.

The Hon'ble O. P. CHATRE.

H. HOPKINS, Esq.

Head Office:

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,

Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHARTERED INCHBALD,
Manager.

Hongkong, April 10, 1893. 247

Intimations.

NOTICE.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:

FOR STEAMSHIP. DATE. REMARKS.

JAPAN.

LONDON

MARSEILLES

SATURDAY

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship Oceanian.

Captain Buerz, will be despatched for the above Ports TO-DAY, the 3rd Instant, at Mid-night.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, May 3, 1893. 821

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUSTAGNI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail.

SOCIETE ADEN, SUEZ, PORT SAID.

MESSINA, NAPLES, (LEGHORN).

GENOA; and MEDITERRANEAN,

ADELAIDE, LIVANTINE and SOUTH AMERICAN

CAN POSTS, up to CALLAO. Taking Cargo

at through rates to PERSIAN GULF

and BAGDAD.

The Steamship

Bermuda, P. ANSELMO, Master,

will be despatched as above on TUESDAY, the 9th Instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

Hongkong, May 2, 1893. 826

STEAMSHIP OCEANIEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNERS.

CONSIGNERS of Cargo from London ex Steamship *Guidoquinier* and *Marie*, from Havre ex Steamship *Guidoquinier*, and *Marie*, from Bremen ex Steamship *Marie* and *Pauline* *Loyd*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY's, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless information is received from the Consignee before 4 p.m. TUESDAY (Wednesday), the 3rd Inst., requesting it to be landed here.

Bills of Lading will be countermanded by the Underwriters.

Goods remaining unclaimed after WEDNESDAY, the 10th Instant, at Noon, will be subject to return, leading charges.

All Goods must be sent in to me on or before Wednesday, the 10th Instant, or they will not be recognised.

All Damaged Packages will be examined on WEDNESDAY, the 10th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, May 3, 1893. 822

HONGKONG RIFLE ASSOCIATION.

THE LONG RACE CUP AND SPOONS will be Shot for on SATURDAY, 6th Instant, Range, 700 and 800 yards.

Time, 3 p.m.

ED. ROBINSON, Hon. Secretary.

Hongkong, May 3, 1893. 820

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSELLAIS, LONDON, HAVRE AND BORDEAUX;

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 17th May, 1893, at Noon, the Company's S.S. NATAL, Commandant VERNON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 3 p.m. Specie and Parcels until 3 p.m. on the 16th May, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages re-quired.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 3, 1893. 823

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely

pure. Steam Plant of the latest

and most powerful type. Supervi-sion.—The whole process of manu-facture is under the continuous

supervision of a qualified English

Chemist.

THE PRODUCT.—Will bear compari-son with the Waters made by the most

noted makers in England.

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Dakin, Gruickshank &

Company, Ltd.

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VICTORIA DISPENSARY.

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THE CHINA MAIL.

sooner you find out if they are under the impression that the communication has been sent to this Chamber and no notice has been taken of it the better, because they practically complain that no notice was taken of their communication by this Chamber.

Mr. H. Smith seconded the adoption of the report and account.

Hon. T. H. Whitehead.—Mr. Chairman and gentlemen, I rise to make a few remarks with reference to the report regarding the interests committed to our care last year, and I would ask you what judgment of our work to bear. It is true that the energetic Chairman then elected shortly thereafter left us and has been absent from the colony ever since, while the Vice-Chairman then appointed has also been away from Hongkong during the period under review. Thus we were placed at some disadvantage, but the Chamber is under great obligations to you, Mr. Chairman, for the tact, fairness, and impartiality you have exercised while presiding over the various meetings of Committee. A number of important and very difficult questions remain for your new Committee to grapple with. First and foremost is the infringement of international Treaties. There is not a doubt that the Chinese Government, during 1892, encroached upon our treaty rights and tampered with our colonies under the Chefoo Convention. During 1890, Sir Chaimer Alabaster succeeded in gaining part of Canton of our right to send goods from Canton to the interior, under transit pass, but the Provincial authorities soon took alarm at a change that threatened to interfere with the native Customs levies, which so seriously fetter inland trade, and they began in December, 1891, a systematic attempt to crush our rights. How have they succeeded? The transit pass trade from Canton in 1890 was Tk. 156,117, in 1891 it had grown to Tk. 1,731,564, whereas in 1892 it had dwindled down to Tk. 406,696, and the falling of it is certain to be still more marked in 1893. The new convention stipulates in July last of the transit pass trade at Canton is due to the arrival of the traditional opposition thereto by the Chinese officials in Kwangtung, and it is very clear that Chinese representatives have not succeeded in maintaining the rights committed on foreign trade by International Treaty, nor is the cause of its freedom of movement generally under transit passes.

The Acting Consul-General who succeeded Sir C. Alabaster states in his last report:—“The Peking official and the mandarins generally are violently opposed to the transit pass system and resort to all kinds of expedients to prevent its use from becoming general; and the Commissioners of Customs at Canton attributed the great increase in the import trade of 1891 to the facilities the transit pass secured, and draw a strong inference as to the extent to which with lighter taxation and unfettered transit privilege the trade and profits of the Chinese provinces could be increased.” The transit trade could possibly expand, additional taxation if greater facilities and privileges were conceded. If a fixed inland duty could be arranged, payable on entry, simultaneously with the import duty, thus freeing foreign imports from all further taxation inland as is now done in regard to opium—such an arrangement might meet the exigencies of the provincial revenue. It certainly would do much to ensure the expansion of foreign trade. The lowering of lekuo to less than transit pass duty does not mean a gain to trade; when goods get beyond Canton and into the interior they are subjected to a squeeze of unknown amount; the lowering of rates at Canton, we may be certain, is not more than temporary, and until the machinery for the collection of transit passes is well put in gear. The time has now arrived when the Kwangtung authorities should be required to strictly observe Treaty provisions. The British Minister at Peking has, it is said, called for representations from H. M.’s Consuls at the Treaty ports where transit trade exists, and we may feel sure Mr. O’Conor will do whatever is possible under the unfortunate circumstances; but great injustice and serious injury has already been done, and years will be required to remove the evil consequences, or to effect any revival in the transit pass trade at Canton. It is the duty of the Chamber to do all in its power to uphold the Treaty rights already conceded to commerce, and to see that stipulations with regard to transit passes are observed in full in the south as in the north of China. I would then suggest the immediate appointment of a Committee of four or five members to collect information of and report on the trade under transit passes, with the view to the Chamber being placed in a position to communicate with the home authorities and with H. M.’s Plenipotentiary at Peking on this very important question.

The stoppage of the free coinage of silver at the Indian Mint would be most mischievous and dangerous, and the Shanghai branch has rendered good service by stating the situation so clearly in their letter of 10th February last to the China Association in London, and the Shanghai Chamber of Commerce decided when the peace resolution in January last to press the Government to use its power to full consideration of the colony’s interests, and that no formal decision of the Legislative Council thereon. From appendix J., page 43, you will observe that your Committee fully supported these resolutions. The legislation in America and Australia against Chinese has been rather increased than modified, to this colony’s disadvantage, and so long as our emigration laws remain unamended, emigration will take place from the neighbouring ports, which ports will derive the benefit, though it is so much needed here. Therefore earnestly urge the Chamber to memorialise the Government to modify the existing Ordinance. Another benefit to this trade would be an amendment rendering compulsory the registration of all Chinese shipping, and the Chinese asked for such a measure in a recently-signed petition to His Excellency on the 2nd November last. The opening up of the West River to steamship trade from Wu-chow for the provinces of Kwangtung, would solve the transit question over the semi-barbaric region, and I earnestly hope we will calmly and firmly advocate for it. The China Association have already done so, in a very able letter on 14th October last to the Earl of Rosseby, H. M.’s Secretary of State for Foreign Affairs. The result of the partial opening of the Yangtze, as far as Chinkiang, ought to be a strong incentive to us to leave no stone unturned to obtain similar advantages on the West River, which serves the provinces of Kwangtung, Kwangsi, Yunnan, Kweichow, &c., and has undoubtedly very considerable possibilities. Chinkiang is 1,600 miles up the Yangtze and was partially opened to foreign trade on the 3rd November, 1891. Though it has diverted trade from Ichang, the tonnage return shows a decided increase. The figures for the two ports were up in 1890 Tk. 6,403,225, in 1891 Tk. 6,794,044, and in 1892 Tk. 10,681,239, and the last Customs report states: “There is good reason to anticipate a large development at Chinkiang in the demand for imports, and in the exports for foreign markets.” A heavy tax on trade hitherto has been the cost of telegraphing to and from Europe and America, and your Committee brought the fact to the notice of Her Majesty’s Minister at the interview with His Excellency on the 2nd November last. It was pointed out that the mercantile community long suffered with a \$2 per word rate between China and Europe, a rate imposed and kept up by agreement between the Chinese Companies, who have been waiting impatiently for the day when the Chinese connecting their lines with the Russian lines, would be able to give a much cheaper word. Trade will evidently be deprived of any such benefit if the reported Convention between Russia and China be confirmed. I cannot believe, however, that any new Convention has been ratified, as Lord Salisbury gave a distinct assurance on the 8th January, 1892, in reply to the Chamber’s memorial to the Queen of 26th June, 1890, that negotiations were to be left in abeyance, and not to be reopened without previous reference to Her Majesty’s paid. This impression finds some justification in the recent disclosures in the Post Office, Treasury, and Audit Departments.

Government. The Telegraph Companies have aggravated the position of masters from 1st February of this year by charging for telegrams from Hongkong, Amoy, Foochow, and Shanghai 10 per cent. additional to the former rate of \$2 per word, to cover the heavy loss on exports. The present increase by the Companies in making their gold outpayments to the Administrations of the Companies’ telegraph systems is viewed very unfavourably and is generally regarded as excessive. While the Companies charge \$2.30 per word, the Chinese Government continues to take messages for Europe at \$2 per word. Instead of the Companies requiring their old customers to make good the loss by the fall in the gold value of silver, from which we are already heavily suffered, surely the Administrations will be the party of which it concerns itself. Moreover, it is to undertake what that promises to be of utility to the important commercial interests which link England to the Empire of China and Japan, is indeed truly refreshing. There is no clash between the Association and the Chambers of Commerce; on the contrary, there is the heartiest co-operation. I am sure it is the unanimous wish of members to offer our very grateful thanks to the Association, and to its very able executive officer, Mr. R. T. Gandy, for the zealous interest they have taken over in our representations, and for the important services they have rendered. Your Committee readily responded to the invitation to submit names for membership, and now that 20 to 30 Hongkong candidates have been enrolled as members we shall be well to follow the lead of Shanghai and Japan and to form a branch of the China Association here, by which means we should be able to keep in closer touch with the parent institution and be more likely to secure common interest and simultaneous dealing with important matters as they may arise. These are times when it is more than necessary for the whole community to pull together for the common weal. The policy of the China Association, enunciated so clearly and firmly, is the one which should animate the Foreign Ministers at Peking, the Consuls at Treaty ports, and your new Committee. Mr. Pollard, our Consul in Hongkong, spoke truly when he said that the old Oriental spirit which always has animated the Government of China, as it will animate every Oriental power in negotiating Treaties and alinemental, will serve the Chinese Government. The Hoppo’s action, and stated that a telegram had been received setting forth, on the authority of the Hoppo, that the reduction in the Native tariff no longer existed, and that if any irregularities were still practised they must be due to unauthorised action on the part of the Hoppo’s subordinates. The Vice-Admiral had asked that Official to exercise strict supervision over their conduct, and the Minister of the Hoppo’s action, and stated that a telegram had been received setting forth, on the authority of the Hoppo, that the reduction in the Native tariff no longer existed, and that if any irregularities were still practised they must be due to unauthorised action on the part of the Hoppo’s subordinates. 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THE CHINA MAIL.

[No. 3434.—May 3, 1893.]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Tacoma..... Saturday May 6.
Mogul..... Saturday May 27.
Victoria..... Saturday June 17.
Tacoma..... Tuesday July 18.
Mogul..... Tuesday August 8.
Victoria..... Tuesday August 29.

THE Steamship *TACOMA*, Captain H. Hill, sailing at Noon on SATURDAY, the 6th May, will proceed to VICTORIA, B.C., and *TACOMA*, B.C., via INLAND SEA, KOBE and YOKOHAMA.

Transit Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consignee's Bills of Lading issued to the steamer to the care of The General Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, April 29, 1893. 635

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. *Gaelic*, v. Honolulu, TUESDAY, May 9. *Atlantic*, v. Honolulu, THURSDAY, June 8. *Oceanic*, v. Honolulu, TUESDAY, June 27.

THE Steamship *Gaelic* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th May, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passages. Tickets granted to England, France, and Germany will be issued to the principal cities of the United States or Canada. Rates may be obtained upon application.

Transit Tickets issued passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the Central and Union Pacific Railways only. East of the Missouri River, passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, etc.

Particulars of the various routes can be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consignee's Bills of Lading issued to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, April 27, 1893. 741

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SUTLEJ*, Captain W. D. G. WORCESTER, R.N.R., carrying Her Majesty's Mail, will be despatched from this for LONDON, via BOMBAY, on THURSDAY, the 11th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

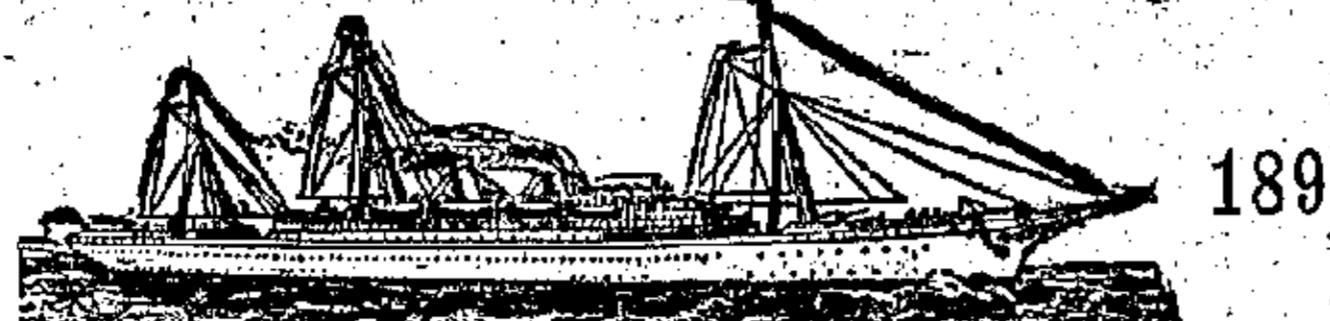
P. & O. S. N. Co.'s Office, Hongkong, April 27, 1893. 703

SAILOR'S HOME. ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C., TWIN SCREW STEAMERS—10,000 HORSE POWER).

PROPOSED SAILINGS FROM HONGKONG. *EMPEROR OF JAPAN*, 3,000 do. WEDNESDAY, 24th May. *EMPEROR OF CHINA*, 6,000 do. WEDNESDAY, 14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Athlone Line.

Return Passage. Time limit for prepaid return ticket is reckoned from date of embarkation at Vancouver.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seabord, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably located Stead during the Winter Season.

For further information as to Passage and Freight, apply to E. HOLLOWAY, General Agent.

Hongkong, February 20, 1893. 216

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. & O. Co.'s Office.
- From P. & O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.
- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to Kowloon Island to North Point.
- From North Point to Kowloon Wharf.
- To Kowloon Wharf.

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Remarks.
Choyang	Brit. str.	
Faiching	Brit. str.	
Fushun	Chi. str.	
Krim	Norw. str.	
Mierstein	Ger. str.	

AMOY.

In port on April 28, 1893.		
MERCHANT STEAMERS.		

Hakchin		
	Chinese	

Takson		
	British	

MERCHANT SAILING VESSELS.		
	Kristina Nilsson	Gor. brig.

Sylphiden		
	Norw. sch.	

FOOCHOW.

In port on April 27, 1893.		
MERCHANT STEAMERS.		

Hacchin		
	Chinese	

Takson		
	British	

MERCHANT SAILING VESSELS.		
	Cape City	Brit. bgo.

Sin Kolga		
	Brit. bgo.	

SHANGHAI.

In port on April 28, 1893.		
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MERCHANT STEAMERS.		
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Alwin Seyd		
	German	

Formosa		
	British	